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SUBJ/COMNAVSAFECEN AFLOAT SAFETY ADVISORY 3-14 - GUIDANCE ON /PROPERLY RIGGING PILOTS
LADDER AND SEA LADDERS//

REF/A/DESC:DOC/COMNAVSEASYSKOM/07FEB1983//

REF/B/DESC:DOC/COMNAVSEASYSKOM/01OCT2005//

REF/C/DESC:DOC/MCA/01JUL2002//

REF/D/DESC:DOC/GSO/20JUN2012//

NARR/REF A IS NAVSEA DRAWING NUMBER 804-5000900 ILLUSTRATING PILOT'S LADDER RIGGING
ARRANGEMENTS. REF B IS NAVAL SHIP'S TECHNICAL MANUAL, CHAPTER 600, ON HULL FITTING
EQUIPMENT. REF C IS THE MARITIME AND COAST GUARD AGENCY IMPLEMENTATION OF SAFETY OF
LIFE AT SEA (SOLAS), CHAPTER V, REGULATION 23, ON U.S. NATIONAL VESSELS. REF D IS GENERAL
SPECIFICATION FOR OVERHAUL OF SURFACE SHIPS, CHAPTER 622C, OVERHAUL OF LADDERS, LADDER
RUNGS, AND DEBARKATION LADDERS.//

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GENTEXT/REMARKS/ 1. RECENT SAFETY SURVEYS HAVE REVEALED SEVERAL COMMON SAFETY
DISCREPANCIES REGARDING THE RIGGING AND PROPER USE OF BOTH PILOT'S LADDERS AND SEA
LADDERS ONBOARD SHIPS.

2. REFS A AND B PROVIDE ILLUSTRATIVE GUIDANCE FOR RIGGING PILOT'S LADDERS AND SEA LADDERS,
AND SHIP'S FORCE SHOULD USE THEM AS REFERENCES FOR RIGGING EMBARKATION EQUIPMENT AS
DESIGNED.

3. REF C PROVIDES THE SOLAS REQUIREMENTS FOR RIGGING A PILOT'S LADDER AND IS SUMMARIZED
BELOW:

A. ALL ARRANGEMENTS USED FOR PILOT TRANSFER SHALL ENABLE PILOTS TO EMBARK AND
DISEMBARK SAFELY AND EXPEDITIOUSLY. ALL EQUIPMENT SHALL BE CLEAN AND PROPERLY
MAINTAINED. PILOT'S LADDERS SHALL BE USED SOLELY FOR THE PURPOSE OF EMBARKING AND
DISEMBARKING PERSONNEL.

B. THE RIGGING OF THE PILOT TRANSFER EQUIPMENT AND THE EMBARKATION OF A PILOT SHALL BE
LOCALLY SUPERVISED BY A RESPONSIBLE DECK OFFICER WHO HAS THE MEANS TO COMMUNICATE WITH
THE NAVIGATION BRIDGE. NAVIGATION BRIDGE PERSONNEL RETAIN OVERALL RESPONSIBILITY FOR THE
SAFE EXECUTION OF THE EMBARKATION AND ALSO SHALL ARRANGE FOR THE ESCORT OF THE PILOT TO
AND FROM THE NAVIGATION BRIDGE.

C. THE SHIP SHALL BE PREPARED TO EMBARK AND DISEMBARK THE PILOT ON EITHER SIDE OF THE
SHIP AS PRUDENCE AND GOOD SEAMANSHIP DICTATES.

D. IN ALL SHIPS WHERE THE DISTANCE FROM SEA LEVEL TO THE POINT OF ACCESS EXCEEDS 9 METERS (ABOUT 30 FEET), IF A PILOT'S LADDER IS TO BE USED IN CONJUNCTION WITH AN ACCOMMODATION LADDER OR OTHER MECHANICAL HOIST, THEN THE SHIP SHALL CARRY AND RIG SUCH EQUIPMENT ON BOTH SIDES UNLESS THE EQUIPMENT IS CAPABLE OF BEING EXPEDITIOUSLY TRANSFERRED FOR USE ON EITHER SIDE.

E. SAFE AND CONVENIENT ACCESS TO, AND EGRESS FROM THE SHIP BY A PILOT SHALL BE PROVIDED BY EITHER:

(1) A PILOT'S LADDER AFFIXED TO AN APPROVED STATION AND REQUIRING A CLIMB OF NOT LESS THAN 1.5 METERS (ABOUT 5 FEET) AND NOT MORE THAN 9 METERS (ABOUT 30 FEET) FROM THE SURFACE OF THE WATER. THE PILOT'S LADDER MUST BE CAPABLE OF REACHING THE WATER FROM THE POINT OF ACCESS UNDER ALL CONDITIONS OF LOADING AND TRIM OF THE SHIP AND CANNOT BE EXTENDED BY COMBINATION WITH ANOTHER PILOT'S LADDER. THE LADDER MUST BE POSITIONED CLEAR OF ANY POSSIBLE DISCHARGES FROM THE SHIP AND EACH STEP SHALL REST FIRMLY AGAINST THE SHIP'S SIDE.

(2) AN ACCOMMODATION LADDER OR SIMILAR SAFE AND CONVENIENT MEANS MAY BE USED WHENEVER THE DISTANCE FROM THE SURFACE OF THE WATER TO THE POINT OF ACCESS TO THE SHIP IS MORE THAN 9 METERS (ABOUT 30 FEET). A PILOT'S LADDER MAY BE USED IN CONJUNCTION WITH AN ACCOMMODATION LADDER.

(3) A MECHANICAL PILOT HOIST LOCATED WITHIN THE PARALLEL BODY LENGTH OF THE SHIP AND IS CLEAR OF ALL DISCHARGES.

4. REFERENCES A, B, AND C REQUIRE A SPREADER STEP ON THE LADDER LOCATED AT THE FIFTH STEP FROM THE BOTTOM OF THE LADDER. ADDITIONAL SPREADER STEPS SHALL BE SPACED NO MORE THAN NINE STEPS APART. THE TOP LADDER RUNG SHALL BE POSITIONED SO IT IS 18 INCHES BELOW THE DECK EDGE.

5. A LABEL BAND LISTING THE MANUFACTURER, DATE OF MANUFACTURE, AND TEST LOAD SHALL BE PERMANENTLY ATTACHED TO EACH LADDER; THE LABEL IS NORMALLY LOCATED ON THE BOTTOM SIDE OF EVERY STEP.

6. SEA LADDERS DO NOT MEET THE REQUIREMENTS OF REF C AND SHALL NOT BE USED FOR EMBARKATION OR DEBARKATION OF A PILOT. SEA LADDERS AFFIXED TO APPROVED STATIONS MAY BE USED FOR PERSONNEL TRANSFER ON SHIPS WITH PERSONNEL EMBARKATION/DEBARKATION STATIONS AFT. ONLY PILOT'S LADDERS AFFIXED AT DESIGNATED PILOT LADDER STATIONS SHALL BE USED IAW REF A AND SPECIAL CARE SHALL BE TAKEN TO REST PILOT'S LADDER FIRMLY AGAINST THE HULL OF THE SHIP AND CLEAR OF OVERBOARD DISCHARGES IAW REF B. REF D PROVIDES THE REQUIREMENTS FOR THE CONSTRUCTION OF, AND RIGGING OF SEA LADDERS.

7. REQUEST ALL NAVY AND MILITARY SEALIFT COMMAND VESSELS ENSURE THEIR PILOT'S LADDERS AND SEA LADDERS ARE RIGGED IAW REFS A, B, C, AND D.

9. ALL COMMANDS REQUIRING COPIES OF LISTED REFERENCES CONTACT POC'S LISTED ABOVE.

10. THIS ADVISORY UPDATES THE INFORMATION IN PREVIOUSLY CANCELLED COMNAVSAFECEN AFLOAT SAFETY ADVISORY 2-09 GUIDANCE ON PROPERLY RIGGING PILOT'S LADDER (COMNAVSAFECEN 291904Z APR 09.)//

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